

## FAIR TO ALL NATIONS, WASHINGTON'S OBJECT

Administration Has Been Greatly Embarrassed Over Problem of What to Do With Reservists.

### NEW ORDERS ARE ISSUED

Collectors Warned to Be Careful in Permitting Foreign Ships to Sail, and to Pass All Doubtful Cases Up to Department.

WASHINGTON, August 8.—New instructions to revenue cutters, designed to free commerce from all possible restrictions and still observe neutrality, were promulgated today.

Under the new regulations, European reservists will be allowed to sail for their home countries if they are not in uniform, do not carry arms and go as individuals.

The instructions were designed with the idea that the responsibility and burden of deciding questions of international law shall be passed along by collectors to the Treasury and State Departments. They supersede instructions recently given without the knowledge of the Treasury by the Department of Commerce, which affected reservists and shipping.

### FOR COLLECTORS

These new instructions were issued to collectors of customs. "You will permit foreign bound vessels to clear only after they have filed with you their full and final manifests. You will also require that they file with you in your district that they will be subject to inspection and examination of documents, ships and cargoes by United States authorities before clearance is given, and will be subject to further examinations by United States authorities after clearance and while such vessel remains within the territorial waters of the United States. Such vessels shall stop and be for examination, when signaled by a United States vessel.

Foreign bound vessel whose character as a merchant vessel is established to your satisfaction, is entitled to clearance (subject to the requirements of paragraph 1) no matter what the character of her cargo, or what her destination.

You will not refuse clearance to merchant vessels, whether of the United States or other neutral powers, or whether of a belligerent power, solely on the ground that the cargo contains contraband of war.

When a vessel of a belligerent power, which has arrived as a merchant vessel, alters or attempts to alter its status as a merchant vessel, or there is reason to believe she intends to alter such status, so as to become an auxiliary cruiser or an armed vessel in any degree, you will advise the collector of customs, and, if necessary, give notice of her departure by the following acts which will constitute such a change of status:

(a) The placing in position or otherwise changing the location of guns which were on board the vessel at the time of her arrival.

(b) So changing the appearance, color, rig or equipment of a vessel as to render her suitable for some purpose of war.

(c) The taking on board of guns, arms or ammunition under circumstances which in any way indicate the outfitting of the vessel for any purpose of war, or in aid of a military expedition.

"Should any vessel depart, or attempt to depart, from your district without a regular clearance, you will write the collector of customs, the commander of the nearest naval vessel or revenue cutter.

You will report by wire to the department and to the commander of the nearest naval station, the arrival and departure of all war vessels of foreign nations.

In case of doubt, write the department for instructions.

**CONFLICT ARISES OVER FINAL AUTHORITY**

Conflict of authority between the Treasury and Commerce Departments over enforcement of neutrality may make it necessary for President Wilson to decide where the final authority shall rest.

The chief complication has arisen from orders to customs collectors by the Department of Commerce, which require them to prevent departure of European reservists in organized numbers.

Officials of the departments concerned in enforcing neutrality were at New York today on a conference, at which instructions of the Commerce Department, Secretary Redfield was not in Washington when the first neutrality instructions were promulgated, and it was thought probable that after the new rules had been drawn, they would be laid before the President himself.

Administration officials have felt particular embarrassment in connection with reservists because the French Government was requested to sail several days ago with French reservists. The administration is said to be especially eager to be absolutely fair to all.

"We think clearance must be granted when supposed reservists go to individuals and not as organized military units, there are other grounds for withholding." This was the message sent to London by the collector of customs at New York, by the Department of Commerce today in answer to an inquiry. It may constitute a precedent to be followed in all cases where reservists are prepared to leave to join the armies of their home countries, department officials said.

A letter was received at the White House today from the Chamber of Commerce in America, in which the body, protesting against the lack of uniformity of French and English laws in the United States while a censorship is imposed upon the German wireless stations at Saville, L. I., and Tuckerton, N. J.

"To the best of our belief and information," said the letter, "movements of German ships are cabled from here to England and France, and these cables and then transmitted by wireless to English, French and Russian men-of-war, and these cables are used to disseminate false rumors and exaggerations which influence public opinion against Germany, and tend to humiliate her in the eyes of the world."

**COMPLAIN OF TREATMENT OF GERMANS IN FRANCE**

BERLIN, August 8.—The Norddeutsche Allgemeine Zeitung gives a long recital of the ill treatment of Germans living in Paris since the beginning of the war. It says they have been insulted in the streets and have had to ask for police protection which has been afforded reluctantly. Even the railways refused to accept their baggage. As a result, hundreds of Germans sought asylum in the embassy and consulates.

After mobilization, the paper charges, German hotels, restaurants, shops and residences were pillaged and wrecked, while the police stood idly by. Many Germans were displaced from their employment with their wages being unpaid, and persecutions of every kind indulged in. Germans living in the suburbs were subjected to the same treatment.

As the result of an energetic intervention of the ambassador, German prisoners were assisted to leave France, while others without homes were accommodated in the schools.

## BATTLE UNNECESSARY TO SECURE SEA CONTROL

German Fleet May Be Kept Bottled Up or Behind Its Fleet of Destroyers.

### HER SUPPLIES ARE CHECKED

Nothing in Way of Food Can Reach Kaiser's Country From Sea or Frontier While Commerce at Standstill.

(Special Cable to The Times-Dispatch.) LONDON, August 8.—Sea power or command of the sea may be exercised without the main fleets becoming engaged at all. They may effect their object by what Admiral Mahan calls "noiseless or static force." So long as the German fleet is placed in such circumstances that it must either remain in port under shelter of fortification and of its screen of destroyers or risk fighting at a manifest disadvantage, these conditions may continue to rule.

Meanwhile, the theatre of war is closed to German merchant shipping. The long lists of captures of German merchantmen appearing every day are evidence of the effect of sea pressure. Nothing in the shape of food can enter Germany by the sea. Her seaboard supplies of every kind are stopped.

The cessation of her trade and commerce and the consequent scarcity at present have an influence upon her population generally and also upon the provisioning of her huge military forces.

News from the Mediterranean suggests an exciting chase of the German battle cruiser Goeben and her consort, the Breslau, which escaped from Messina yesterday. They are pursued by three British cruisers, powerful and swift as the Goeben. The indefatigable and the indefatigable and the indefatigable.

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The plan was discussed, but definite action thereon was postponed until another meeting.

The plan would authorize the Secretary of the Treasury to withhold 50 per cent of the \$200,000,000 of emergency currency to the banking capital and surplus of the South would entitle that section, under the currency legislation passed this week. In view of this 50 per cent, Senator Smith would provide that under such regulations as the Secretary of the Treasury might deem proper, warehouse certificates might be issued to cotton owners who presented warehouse certificates.

Senator Overman expressed the belief that the Southern banks would take out emergency currency to care for their cotton. He said that cotton was being held, and that the cotton was being held, and that the cotton was being held.

Senator Smith said he had some doubt about State banks taking advantage of the plan, and had hence drafted the supplementary measure.

He said that the committee to gather statistics as to the cotton trade reported that the census figures showed Germany as a great consumer of cotton, and that the figures showed that a large amount of cotton was imported to Bremen, where it was reported much of the cotton was being moved by special trains. It is estimated that 5,000 Americans are in Italy and 500 in Sweden.

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## British Marines Landing on North Sea Coast



### SUGGESTS PLAN TO AID SOUTHERN FARMERS

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### CONDITION OF REFUGEES NOT AT ALL ALARMING

Secretary of War Thinks Transports to Two or Three European Ports Will Be Sufficient.

WASHINGTON, August 8.—Dispatches from consular agents throughout Europe to-night reassured officials here that the condition of American refugees was not so alarming as they had been led to believe by previous reports.

Secretary of War Garrison, in charge of relief work, said the number of Americans reported to be in distress had been so minimized that it now appeared unnecessary to send transports to more than two or three European ports.

Lieutenant-Colonel Souder, American military attaché in London, reported that conditions in England were rapidly approaching normal. Preparations were being made, he said, to bring all Americans in Switzerland who desired transportation to Calais, Boulogne or Dieppe by special train.

The situation as now presented calls for financial assistance rather than for means of transportation," said Secretary Garrison. Governmental aid in actual physical transportation has been considerably reduced. Gold is in the greatest demand, and that is on the way.

Of all the Americans in Europe, the secretary said, those in Switzerland appear to need financial relief most. Speedy relief in this direction is assured, however.

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### LINERS PREVENTED FROM LEAVING PORT

Olympic and Underland Are Held in New York on Order of British Admiralty.

NEW YORK, August 8.—Orders from the British admiralty prevented two transatlantic liners from sailing from this port for Europe today. The British steamer Olympic, of the White Star Line, and the Belgian ship Underland, of the Red Star Line, were about to weigh anchor when official instructions came for them to remain here for the present. Each carried reservists among their passengers. The Underland, although a Belgian ship, was under the jurisdiction of the British admiralty. It was explained, as she was bound for British ports before going to Antwerp.

A report, quickly denied by Cunard officials, was given circulation here to-night that the Lusitania, which sailed on Wednesday from New York, had put back toward Bar Harbor, Me.

Five transatlantic ships sailed from New York today, carrying several thousand British, Italian and French reservists among their passengers. The White Star liner Adriatic, for Liverpool, added to her own passengers those of the Olympic. The latter, it was reported, will be converted into a transport to carry Canadian volunteers from Halifax.

The White Star liner Cedric, which put into Halifax instead of continuing to Europe from New York, is expected to arrive here on Monday. The vessel left Halifax today.

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